

May 26, 2023

Tualatin Mayor Bubenik and City Council
18880 SW Martinazzi Avenue
Tualatin, OR 97062



RE: Norwood Multifamily Plan Text and Plan Map Amendments - Summary of Key Elements (PTA23-0001 and PMA23-0001)

Dear Mayor Bubenik and Tualatin City Councilors:

The proposed Norwood multifamily project presents Tualatin with a rare opportunity to significantly improve housing options and affordability for a diverse community of residents during the current housing crisis. The proposal is in the public interest, meets all approval criteria, and is supported by substantial evidence.

This letter provides a summary of the primary issues that have been raised, correlates those issues to the approval criteria, and provides a summary of the applicant's responses and evidence.

New and Prior Conditions of Approval Offered in Response to Community Feedback

Before turning to the substance of the issues, we'd like to highlight revisions to the proposal that the applicant offers as conditions of approval in response to community feedback, including:

- Commitment to **restrict 10% of the units so that they are affordable to workforce/middle income households earning 80% of area median income (AMI) or median family income (MFI) for 15 years.**
- Construct **40 electric vehicle charging stations** (in addition to providing the conduit to 40% of the parking spaces as required by current State of Oregon code).
- Commitment to build a **sustainable apartment project that meets a US Green Building Council LEED green building standard.** A LEED-certified building saves money, improves efficiency, lowers carbon emissions, enhances resilience, and supports a more equitable community.

These are in addition to the conditions previously offered, including:

- **Limiting the maximum allowed height** to 4-story (or 50-foot height)
- **Preserving the existing tree buffer** (60' from original Norwood Road right-of-way)
- **Transportation improvements** including a new traffic signal at the SW Boones Ferry Road and SW Norwood Road intersection and frontage improvements along SW Norwood Road which include street widening and a multi-use pathway

I. Responses to Issues Raised Related to the Public Interest Approval Criteria

The approval criteria require that "granting the amendment is in the public interest" and that "the public interest is best protected by granting the amendment at this time." TDC 33.070(5)(a) and (b). The primary public interest served by the proposed text and map amendments are that they provide opportunities for needed housing that the City has identified in the goals and policies of the Comprehensive Plan. While increasing housing supply generally is in the public interest, this application best protects the public interest because it addresses specific needs identified by the City's Comprehensive Plan:

- It facilitates **multifamily housing type at a needed density**; and
- includes a commitment to include **workforce/middle income housing** in the project.

Other elements of the proposal that are in the public interest are the public benefits provided by the conditions of approval summarized above, including:

- **increased sustainability features**, such as EV charging stations, LEED green building standards and preserving a 60' wide existing buffer of trees;
- **transportation improvements**, such as a new traffic signal, street widening and a multi-use pathway; and
- **reduced maximum height** of buildings south of Norwood.

1. Housing Need

As you are aware, the state of Oregon is in the midst of a housing supply crisis. Numerous studies have been done, and there is ample evidence of the rising cost of housing and low vacancy rates in Tualatin and the broader Portland Metro region. As noted in the attached Oregon Community Foundation (OCF) editorial (Exhibit A), the lack of housing options significantly impacts a community's ability to attract and retain a diverse and inclusionary community that provides opportunities for economic advancement.

a. Categories of Housing Affordability

Housing affordability is a spectrum from extremely low income housing to high income housing. Housing affordability categories correlate to what is affordable for households based upon the percentage of a household's median family income (MFI) that is spent on housing costs.¹ Tualatin's *2019 Tualatin Housing Needs Analysis* generally defines the categories of housing as:

- **Affordable Housing** is housing that requires government subsidizes and is affordable for households making 80% or less of the MFI, with subcategories of extremely low income (<30% MFI), very low income (30-50% of MFI) and low income (50% to 80% MFI).
- **Middle Income Housing**, which is also sometimes referred to as **Workforce Housing**, is housing that is affordable for households making 80% to 120% MFI.
- **High Income Housing** is housing that is affordable to housing making >120% MFI.

Market rate housing does not necessarily always mean that the housing is high income housing. Instead, where a market rate housing unit falls on the housing affordability continuum depends on a variety of factors, with the most important being the type of housing (e.g., apartment vs. detached single family home) and the MFI of the community. As a snapshot example, Exhibit 82 of the HNA indicates that 89% of the home sales prices in 2018 are considered High Income Housing because it was affordable to households making >120% MFI, with the most homes sold in the 150% to 200% MFI range, and the second most sold in the >200% MRI range. This data supports the conclusion that market rate detached single family dwellings in Tualatin are affordable to high income households.

¹ The median family income (MFI) for a four-person household in the Portland metropolitan area was \$96,900 in 2021.

While data for apartment rents during that time is not included in the HNA, it is intuitive that attached and multifamily units are more affordable than detached single family homes.² This is why the 2019 “middle housing” state law (HB 2001) targeted at expanding the supply of middle housing prohibited detached single family housing only zones, and required cities to allow in all zones middle housing types such as attached single family homes (duplexes, triplexes, fourplexes and townhomes) and multifamily apartments.

b. Need for Workforce/Middle Income Housing

There is a need for middle income housing in Tualatin. According to ECONorthwest’s Draft *Equitable Funding Action Plan* dated April 2023 approximately 47% of renters in Tualatin are cost burdened compared to 17% of homeowners.

The OCF article describes the challenges for working families to find housing. This is especially true in Tualatin where the vast majority (93%) of workers do not live here and where a limited supply of workforce housing is available. Middle income housing is attainable for people who earn too much to qualify for government-subsidized affordable housing (e.g., “Affordable Housing” targeted at households that earn <80% of MFI), but that become cost burdened with housing targeted toward the upper end of the market, such as detached single family homes.

The apartments that are planned for the site will be market rate units. As explained above, this does not mean that the project will provide only high income housing opportunities. Instead, because of the housing type, range of unit sizes and characteristics offered, the project will include housing affordable to a range of households, including middle income/workforce households earning between 80% and 120% of MFI. As detailed below, the applicant offers a condition of approval that will guarantee the project will include some units affordable to the lowest end of the middle income housing range.

A benefit of increasing the supply of middle income housing is to bridge the gap between income restricted affordable housing and home ownership. These homes provide the upward mobility for households that have historically struggled to improve their housing situation.

While the applicant’s project will include housing that is affordable to middle income households, even new apartments that are not targeted at middle income households are beneficial because increased supply tends to lower rents on existing units. Additional options for renters will help increase affordability and reduce their rent burden.

i. Condition Requiring Middle Income/Workforce Housing Units

While the fundamental principles of supply and demand demonstrate that increasing the housing supply as proposed will result in lower cost housing opportunities in the City, the applicant desires to provide additional assurances that needed workforce housing is an element of the future development.

² When trying to understand relative housing affordability, it is important to avoid comparing what one may be paying on their mortgage to current rental rates. The accurate comparison is the cost to buy a home today vs. the cost of renting an apartment today.

If one has lived in their home for years, due to rapid appreciation, the purchase price they paid is likely significantly lower than the value of their home today. Additionally, their associated historic mortgage rate is likely significantly lower than what is available today (e.g., 30 year mortgage rates below 4% in the 2010s and into the pandemic compared to current rates of over 6%).

Accordingly, the applicant volunteers to have a condition of approval imposed that commits the future project to **restrict 10% of the units so that they are affordable to workforce/middle income households earning 80% of area median income (AMI) or median family income (MFI) for 15 years.**

c. City-Identified Need for Multifamily Housing in the HNA

The City acknowledged the need for additional housing and the limited supply of land available for new residential development in the HNA. Many people who work within the City can afford to rent or own a home in Tualatin, but there is simply not enough housing available. Others would like to live in Tualatin but cannot find housing within their price range. The HNA projected that there was a need for at least 1,014 residential units for the next 20 years. The 2019 HNA identified a goal of having at least 45% of new residential units to be multifamily apartments in order to increase the availability of rental units within the City. As detailed below in Section I.3 of this letter, the HNA identified that the RH-HR zone is a suitable zone for providing needed multifamily housing because that zone's allowed densities are an efficient use of a limited supply land, and there is a deficit of RH-HR zoned land.

That so many of the City-identified needed units are multifamily units is not surprising, given the City's current limited range of housing and the lack of apartments constructed in recent years. (Only three market rate projects of larger than 50 units have been approved in Tualatin since 2003. See Exhibit B.) Two-thirds of the City's existing housing stock is single-family detached housing, which typically is only available to those with higher incomes, especially because today's higher mortgage rates have significantly impacted home buying affordability. This reality limits the City's ability to attract new residents that will add to the Tualatin's desired diversity and limit the ability to achieve its equity and inclusion goals. This also limits young families from making Tualatin home, which is critical to support the existing schools. Multifamily housing options help provide housing options for both underrepresented groups and young families.

d. The HNA is the Floor, Not the Ceiling for Needed Housing. The HNA is Not a Basis to Limit Additional Housing.

It is important to clarify that the HNA's projected need, state law and Tualatin's Comprehensive Plan do not limit the amount of housing the City can accommodate. As summarized on the bottom of page 12 of *Needs Analysis for Multifamily Housing Uses at a Site in South Tualatin, OR* dated April 11, 2023 by Johnson Economics (the "**Johnson Needs Analysis**") included as Exhibit L in the City Council packet:

***Impacts of the HNA:** It is important to note that cities are not bound by the forecasts adopted in an HNA if reality outpaces the forecast. The number of units forecasted is a floor, not a statutory ceiling beyond which more permits cannot be issued. If the population growth exceeds the forecast in the HNA (as it already has), the City is not obligated to put limits on growth to conform to the HNA. The HNA (with dated information) demonstrated a need for additional RH-HR zoned land. The updated population data indicates that the need is even greater than projected.*

There is nothing in state law (Goal 10 and its implementing rules) or the City's approval criteria that limit the amount of housing the City can accommodate to only 1,014 units. For example, Comprehensive Plan Goal 3.1 (Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis) sets the HNA as a floor. It does not prohibit providing additional housing opportunities. In other words, there is no legally supportable basis

for denying the application because the City is ahead of schedule in satisfying the HNA need, or that the application results in a surplus of units or acreage.

e. Updated Data Show that Demand has Grown Since the HNA was Adopted

While the HNA is the City's adopted projection, the evidence in the Johnson Needs Analysis demonstrates that the actual demand for housing has significantly outpaced the HNA forecast. The population forecast used in the HNA was from 2016, and while it was the best data available at the time, the assumptions and projections based upon that older data have been shown to be much lower than the 2020 census data and the actual rate of growth for the City. For example, the HNA uses 2020 as the base year and includes a forecast of Tualatin's total population in 2040. The 2020 Census concluded that the actual number of residents in 2020 was higher than what the HNA projected would live in Tualatin in 2040. (Johnson Needs Analysis, page 11.) This is significant because it demonstrates that the actual population growth, and related demand for housing, is drastically underestimated in the HNA. This means that if only the HNA's projected 1,014 units are accommodated, it does not satisfy the actual housing demand over the next 20 years.

2. The Application Meets and Implements Existing and Adopted Housing Policies

The goals and policies adopted in the Comprehensive Plan are what the City has determined are the issues and objectives that are considered to be in the public interest. Meaning, if an application for an amendment complies with the Comprehensive Plan, then it also is in the public interest and protects the public interest, so it meets the approval criteria. TDC 33.070(5)(a) and (b). Compliance with the Comprehensive Plan is a separate approval criterion. TDC 33.070(5)(c).

Due to the severe housing shortage and high housing costs statewide and locally, housing issues are a priority at all levels of government. In fact, the Oregon Governor has made housing production a statewide priority, signing Executive Order 23-02 on her first day of office.

The City's Comprehensive Plan reflects this urgent need for housing, and includes goals, policies and strategies on housing supply, housing diversity, housing affordability, workforce housing, and others. In Exhibit C (attached) you will see an extensive list of policy documents targeted at housing.

These policy documents direct as how the City will act in the public interest when considering how to create new opportunities for housing. As detailed below and through the materials, the proposal complies with each of the policies and action items, and is an opportunity for the City to implement its chosen policy direction. A few key elements and/or quotes from the various policy documents follow below. Several of the same policies are discussed in the Johnson Needs Analysis (pages 13-14).

Tualatin Comprehensive Plan 2040 (Adopted 2020)

Policy 3.1.2 Zoning for Multifamily. Provide zoning for multifamily development, which may be located in areas adjacent to transit.

Goal 3.2 Housing for All. Encourage development and preservation of housing that is affordable for all households in Tualatin.

Strategic Actions include:

- *Evaluate opportunities to rezone land to provide additional opportunities for multifamily housing development.*

Tualatin Housing Needs Analysis (Adopted 2019)

- Identified a 4-acre deficit in RH-HR zoned land. (As discussed in Sections I.1.d. and e above, the need is likely much higher, and the 4-acre deficit of RH-HR is the floor not the ceiling.)
- Goal of 45% of new housing units to be multifamily units.

Tualatin Housing Strategy (Adopted 2019)

- **Recommendation 1.2b:** Evaluate opportunities to re-zone Residential Low Density and Medium-Low Density residential land for higher-density housing.
- **Strategy 3:** Support development and preservation of housing that is affordable for all households.
- **Action 3.2.** Develop policies to support development of housing affordable to people who have incomes between 60% and 120% MFI and live and work in Tualatin.

Tualatin Housing Production Strategy (Adopted 2021)

Key Findings (page ii)

- Tualatin needs increased housing diversity. Approximately 2/3 of Tualatin’s housing stock is single-family detached.
- Tualatin needs greater housing affordability and availability to renters.
- Housing is needed for people to live and work in Tualatin.

Barriers to Development include:

- *“Scarcity of vacant land, especially for multifamily development, is one of Tualatin’s primary barriers to development of needed housing.” Pg. 17*

The Private Market has a role in helping with affordability:

- *“In evaluating the implementation of potential strategic actions, it will be important to consider supporting and leveraging the private market’s ability to deliver market-rate development at a variety of price points, due to the limited public funding available to support income-restricted housing. In other words, increasing the overall supply of available housing units plays a significant role in housing affordability.....” pg. 21*

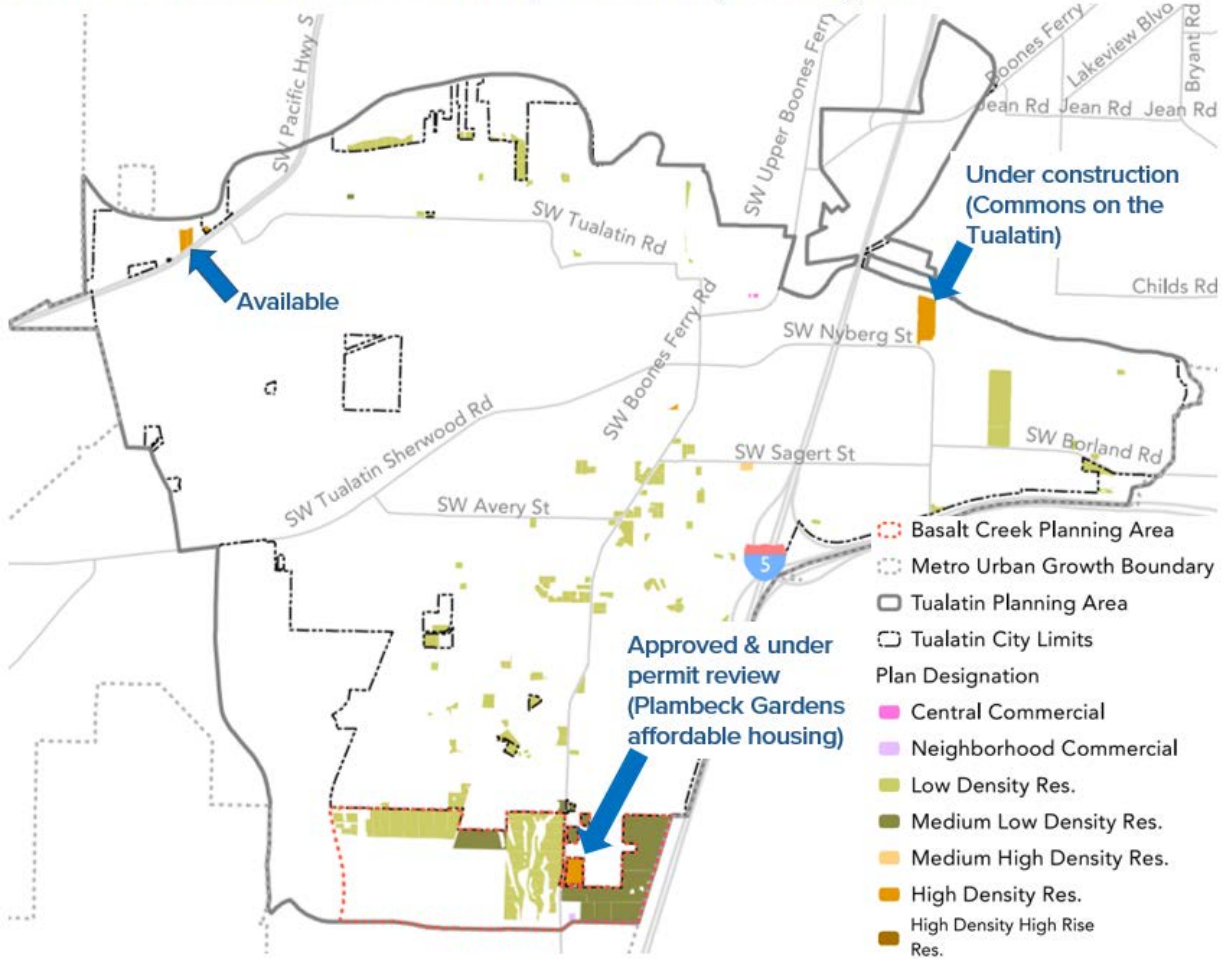
3. There is Limited Land to Accommodate Needed Housing

City housing policy acknowledges the limited supply of lands suitable for housing. Land within Tualatin, like many communities in the Portland Metro area, is constrained with few available locations to significantly impact housing need.

The HNA identified ±18 acres of residentially zoned land suitable for apartments. Since 2019, ±16 acres of that land have received land use approvals, although as staff indicated in the table in the staff report, few if any of those units are occupied. Therefore only ±2 acres of land are currently available for new multifamily housing within the City. The HNA Buildable Land Inventory map below illustrates the minimal land available within the City for residential development. The orange areas are buildable sites where apartments are permitted. The existing RH-HR zoned area is not included on the map since it has been deemed “unbuildable”.

TUALATIN HNA BUILDABLE LAND INVENTORY

Exhibit 9. Unconstrained Vacant and Partially Vacant Land by Plan Designation



If approved, this amendment adds ±9 acres of buildable residential land for apartments. The Planning Commission and others have stated that the project should be rejected because it will provide too much RH-HR land, but the HNA provides a projection of the minimum need and is not intended as a “ceiling” that should not be exceeded, as detailed in Section I.1.d of this letter. Given the true housing need and the shortage of land available, an additional 5-acres of RH-HR zoned land for housing should be welcomed.

a. Suitability of the Site for RH-HR Designation

This application provides the City a rare opportunity with a willing property owner who desires to add residential land to the City and help meet housing need. The Johnson Needs Analysis explains on page 6:

Buildable residential sites of this size, and roughly rectangular, are rare not just locally but in much of the Metro area. These sites are well suited for multi-family development, while low-density residential development can more easily adjust to smaller and more irregular parcels. Growth management measures limit the number of these large “greenfield” sites that come available, making it valuable to use these opportunities effectively.

The site has excellent access to Norwood Road (a Major Collector) and Boones Ferry Road (A Major Arterial) and it is compatible with adjacent uses (Church to the west and Horizon church and school to the

east and south, Norwood Road and tree buffer between the site and the existing residential uses to the north, recently approved residential projects in the vicinity).

i. Access to Amenities

The question was raised at the Planning Commission meeting as to whether sufficient amenities are available to support a multifamily project in the Norwood and Boones Ferry Road area. As a threshold matter, access to amenities is not an approval criterion. The Comprehensive Plan includes a section that generally describes the purpose of each planning district, but those generalized provisions are non-binding and not a basis for denying the application.

While not an approval criterion, the site has access to a great number of amenities. Neither the Tualatin Comprehensive Plan nor Tualatin Development Code defines what qualifies as an amenity, which means that the City Council has discretion to interpret the term broadly. The City Council may seek guidance from the Merriam-Webster dictionary’s definition of amenity to mean “something that helps to provide comfort, convenience, or enjoyment.”³ As shown in the map attached as Exhibit D, ample services and amenities are available a short distance from the site including:

- TriMet Route 96
- Places of Worship (Horizon Church and the Bridge NW Church)
- Recreational Facilities (Horizon sport fields, Tualatin Swim Center, Tualatin High School track and cross-country path)
- Parks (future park west of Boones Ferry Road)
- Tualatin Valley Fire and Rescue Station 56
- Commercial uses (future neighborhood commercial, existing large retail, dining and services)
- Employment centers

The project is also planning to provide amenities to residents on site including open space, pool, dog park, and a clubhouse for community gathering.

ii. Land Downtown is Either Unsuitable or Unavailable, and Approving this Amendment Will Not Impact Development Opportunities Downtown

Commentary was offered at the Planning Commission meeting that designating land outside of downtown as RH-HR would somehow discourage development of housing downtown. No explanation or evidence was offered. Instead, the evidence is the City’s adopted Buildable Land Inventory Map (shown above) and the City’s Buildable Lands Inventory of the HNA, which have concluded that existing RH-HR zoned area in downtown was deemed unbuildable. Other vacant parcels downtown with zoning that allows multifamily development remain undeveloped because there is a lack of willing sellers.

While there is broad community interest to see more investment in the downtown core of the City, including mixed-use and higher density residential development, this application will not disincentivize downtown redevelopment from happening. The demand for housing is great and permitting apartments elsewhere in the City will not prohibit future development of the downtown.

³ “Amenity.” Merriam-Webster.com Dictionary, Merriam-Webster, <https://www.merriam-webster.com/dictionary/amenity>. Accessed 26 May. 2023.

b. Suitability of the RH-HR Designation for the Planned Project

The proposed project will deliver 276 units in six residential buildings (plus a community building) on approximately 9 acres. That level of density is only allowed under the RH-HR zone. The RH-HR zone description unfortunately uses the term “high rise.” Typically, a density of 30 units to the acre (the maximum allowed in this zone) can be achieved in four story buildings. Four story buildings are considered “low rise” under the building code. This application includes a Text Amendment to limit the height of this site to four stories, or 50 feet, whichever is less. The RH-HR density maximum, which provides the greatest efficiency and affordability, is still achievable with this height limitation. The four-story height also preserves area for a tree buffer along Norwood and for sufficient parking with a 1.65 parking ratio that exceeds the City’s minimum standards.

c. Property Elsewhere in the City Will be Zoned RH-HR Only if there is a Public Process in Which the City Council Determines that All of the Approval Criteria are Met.

The approval of the proposed Text Amendment will not result in the construction of high-rises all over the City. Rather, the Text Amendment will remove the current locational requirement of the RH-HR zone that restricts the zone to a very small unbuildable part of the City. This will simply allow the City flexibility to locate higher density residential uses where it concludes that the approval criteria are met. A Map Amendment application, which is only approvable by the City Council, would need to be approved through a public process for each site where a rezoning is desired.

II. Responses to Issues Related to Transportation Approval Criteria

A full Transportation Impact Analysis (TIA) including an evaluation of the state Transportation Planning Rule (TPR) was completed by Lancaster Mobley and provided with the applications. The City’s engineer, the City’s independent traffic engineer (DKS) and Washington County Transportation all agreed with the scope, the analysis, the conclusions, and the recommendations of the report. Additional information from Lancaster Mobley was provided on May 25, 2023 in response to comments received from ODOT and the City of Wilsonville.

The TIA concludes that the change in zoning from Institutional and RML to RH-HR, and the impacts of the proposed apartment project, can be accommodated by the surrounding transportation network. The apartment project will create a minor impact on the transportation system which will be mitigated by the recommended traffic signal at the SW Norwood Road and SW Boones Ferry Road intersection. Additional transportation improvements include widening SW Norwood Road and a new multiuse path along the project frontage. These critically important improvements will not occur without the development of this project. All of the technical experts agree that the evidence in the TIA support the conclusion that with the conditioned transportation improvements, the impacts of the proposed zone change are mitigated in compliance with OAR 660.012.0060(2)(d) of the TPR.

In addition to ensuring that the application complies with all applicable approval criteria, the required transportation improvements will clearly help to mitigate access from Norwood onto Boones Ferry for existing residents, approved developments, and futures needs, as well as provide a much-needed safe crossing for individuals intending to use the planned City Park on the west side of Boones Ferry.

Finally, the apartment project provides a tangible incentive for the City, Washington County, and TriMet to discuss and implement service improvements to Bus Route 96.

III. Conclusion: All Criteria are Met

As discussed in the application narrative and supported by Tualatin Planning staff's findings, the applicable criteria for the Plan Text and Plan Map Amendment applications are met. The materials provided demonstrate that:

1. There is a public need to rezone land for multifamily housing.
2. The applications comply with the applicable goals and policies of the Tualatin Comprehensive Plan, including adopted housing policy documents, and the Tualatin Development Code.
3. The applications comply with the applicable State Planning Goals and Oregon Administrative Rule (including the Transportation Planning Rule), and Metro Code.

The City's adopted housing policies identify that a solution to the housing crisis is to seek opportunities to increase density, provide more multifamily units, and encourage development of workforce housing within the City. Simply stated, that is precisely what is proposed by these applications.

The applicant, Vista Residential, has committed to build a project that will utilize green building methods, improve the existing transportation network, and provide housing that is affordable to working families in the City of Tualatin. For all these reasons, we ask that the City Council approve the applications.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



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Attached Exhibits

- Exhibit A: Oregon Community Foundation article published in the Portland Business Journal
- Exhibit B: City of Tualatin Costar Multifamily Data
- Exhibit C: List of Housing Policy Documents
- Exhibit D: Amenity Map

PORTLAND
BUSINESS JOURNAL

For a thriving economy, Oregon needs more housing for middle-income earners

Apr 20, 2023



Kor Community Land Trust's Poplar Community is one of the first communities in the nation to use its workforce housing preference to prioritize employees of local, partnering employers.

In much of Oregon, a lack of housing accessible to families earning 60% to 120% of area median income ([\\$42,000 to \\$84,000 a year, statewide](#)) means many of the people whose energy and ideas enable their communities to thrive can't afford to live in them.

Take Corvallis, for example, where a shortage of middle-income housing affects the kind of folks who run programs at the [Boys & Girls Club](#), operate local restaurants, teach public school, and serve as medical assistants and IT specialists for the regional health system. Some find homes in Albany, Lebanon or Philomath and join the [21,000 employees who commute daily into Corvallis](#) for work.

Others have turned down job offers and sought opportunities elsewhere. When that happens, the impact is felt throughout the community, local leaders say. Residents wait longer at understaffed pharmacies or to schedule surgery. School enrollment has shrunk. Some restaurants now close multiple days a week due to a lack of servers. New businesses fail to blossom.

For [Samaritan Health Services](#), headquartered in Corvallis, the lack of housing at all price points, including middle-income (or workforce) housing, makes it difficult to recruit the mental health specialists, nurses and doctors the community needs and is asking for, says Doug Boysen, Samaritan's president and CEO.

Doug Boysen, Samaritan's president and CEO

"We can't ask for more services but not be willing to make sure there's going to be housing for the people that are going to come in and provide those services. There's a disconnect there," Boysen says. "To be successful and grow — whether it's additional health care services, new restaurants or new startup businesses — it's critical that you can get talented people into the community who have initiative and are in that stage of their careers. But they're not going to come here if there's not housing."

The connection Boysen draws between workforce housing and economic vitality deserves a bigger spotlight in Oregon's housing conversation. Our state needs more housing for Oregonians at all income levels. It's also true that in our cities and rural areas alike, there is a specific, documented need to accelerate production of housing that is accessible to working people who earn too much to qualify for government-subsidized affordable housing but not enough to pay market rates.

OCF as catalyst for all kinds of housing

For 50 years, Oregon Community Foundation (OCF) has worked with donors and nonprofits to expand opportunities for Oregonians and create communities where everyone can thrive. Oregon's lack of abundant housing doesn't just limit individual opportunity. It holds us back — hampering our economic vitality, social safety nets and capacity to be a vibrant, well-functioning state.

As a foundation, it is a priority for OCF to serve as a catalyst for the development of all types of housing. We support and invest in housing stability across a continuum, from emergency shelter to affordable housing to homeownership opportunities. Ensuring that all Oregonians have access to shelter and safe, affordable housing is a moral imperative. Creating sufficient workforce housing is an economic one.

Under current market conditions, it's difficult to build workforce housing, developers say. As a result, it is vastly underproduced: Oregon is [short 22,000 housing units](#) for people earning 60% to 120% of area median income (AMI). Statewide, these are families making \$42,000 to \$84,000 a year. To help communities create more housing and to ensure a vibrant economic future for our state, OCF is cultivating community

conversations and listening for opportunities where philanthropy can help invest in innovative solutions.

We've heard from leaders in every region — Corvallis to Enterprise, Brookings to Bend — who are asking for more tools to help them create the middle-income housing their communities need. This is especially true in Oregon's rural areas, where such resources can be scarce, and a lack of workforce housing is not only hampering growth but, in some cases, hastening decline.

Since early 2022, OCF staff have co-convened the [Housing Innovation Partnership](#), with state [Rep. Pam Marsh](#) of southern Oregon (District 5) and the [i-Sector](#). This politically diverse group of 35 public, private and civic organizations have identified and lifted up financial tools that can rapidly accelerate housing production. Some of the partnership's proposed solutions were included in the [\\$200 million housing and homeless plan](#) adopted last month by the legislature — for example, loans that builders of workforce housing can use to pay predevelopment costs and funds to spur production of off-site modular and mass timber housing.

Intentional investments needed to fill workforce housing gap

At OCF we're inspired by communities like Corvallis, where Helen Higgins, CEO of the Boys & Girls Club, has gathered business, education and nonprofit employers to explore innovative solutions. The group is investigating how to create a demonstration project of 100 to 250 units of employer-assisted workforce housing and are willing to fundraise together to reduce land costs or development fees. Local employers who contribute to the development — such as the school district or hospital — would receive a share of the units to rent at affordable rates to their employees and families.

The need is urgent, Higgins says. For example, nearly all the recent college graduates that run youth programs at the Boys & Girls Club must commute from nearby towns. Even though most are paid near or at [80% of the Corvallis AMI](#) (\$53,250 for an individual; \$76,050 for a family of four), most can't find housing they can afford in the city they serve, she says.

The challenges to creating sufficient workforce housing, Higgins says, include overly strict and outdated city codes that make it easy for one individual to block development; investors who purchase houses to rent them out, which further reduces the sparse supply available to homebuyers; and an influx of newcomers from Portland and other states who drive up already-steep prices for the limited homes available in the area. As of late March, only 50 single-family homes were [listed for sale](#) in Corvallis, a community of 60,000.

New state funding for housing is vital and welcome, Higgins says. But to use those funds effectively, communities need additional tools to overcome local barriers to building, create housing that middle-income earners can afford, and apply protections to keep it that way.

“Just building more housing is not going to solve our problems, because as soon as a house opens up or new houses get built, they're going for \$50,000 or more over the asking price,” she says. “We need help to figure out how to reserve some percentage of housing for our workforce — for the people who are doing the work that sustains our community.”

Learn about OCF's work to support and invest in housing stability across a continuum — to ensure that all Oregonians have access to safe, affordable housing and that all communities have the ample housing they need to thrive. To learn more, visit oregoncf.org/housing.

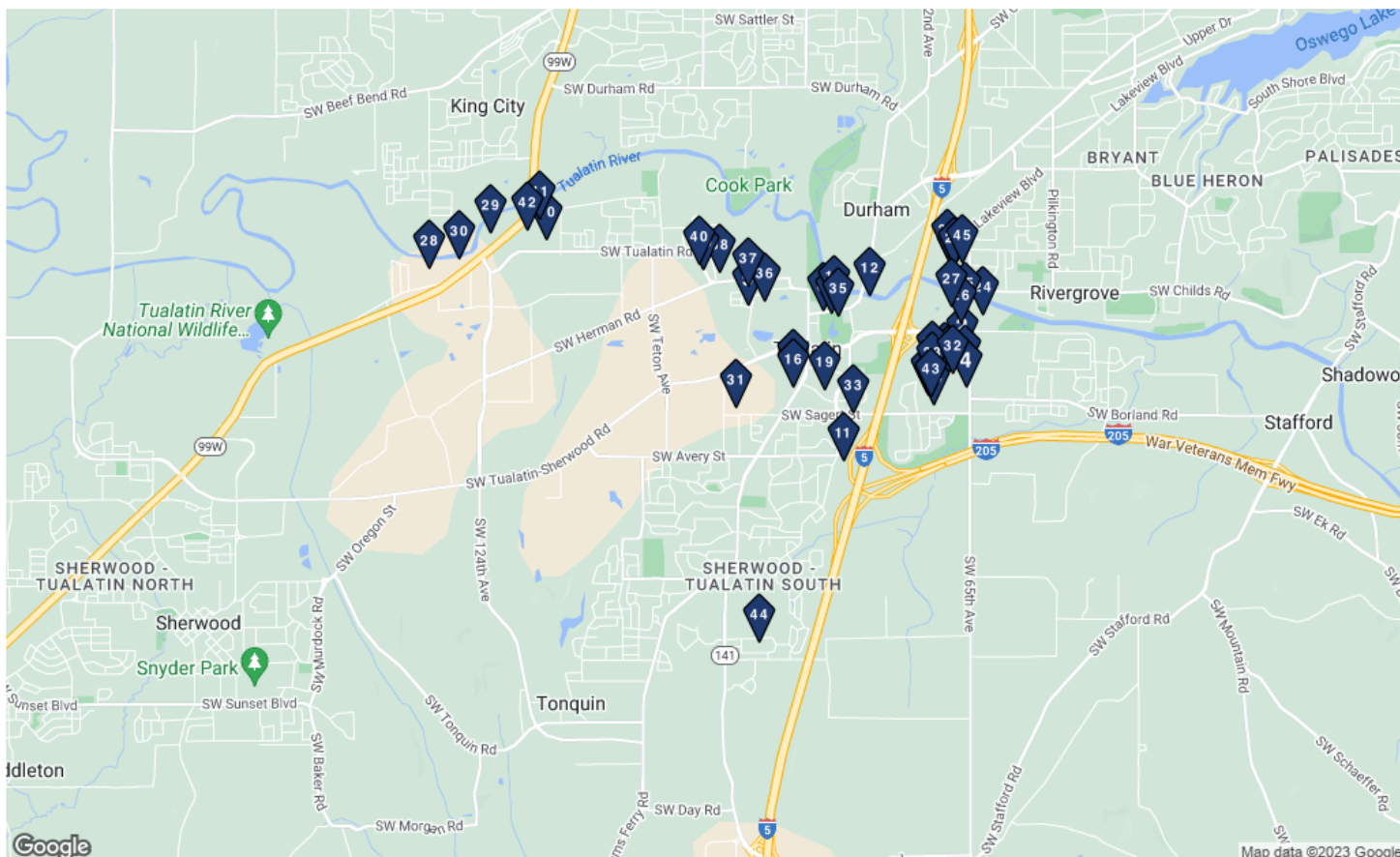


Megan Loeb
Oregon Community Foundation

Property Map & List Report

Properties	Avg. SF	Avg. Vacancy	Avg. Asking Rent/SF
45	95,527	5.1%	-

PROPERTY LOCATIONS
















PROPERTY SUMMARY STATISTICS

Property Attributes	Low	Average	Median	High
Property Size in Units	1	96.0	32	408
Floors	1	2	2	3
Average Unit SF	717	939	904	1,615
Vacancy	0.7%	5.1%	4.2%	15.1%
SF Available	-	-	-	-
Avg. Asking Rent/SF	-	-	-	-
Sale Price	\$2,350,000	\$2,350,000	\$2,350,000	\$2,350,000
Cap Rate	3.7%	3.7%	3.7%	3.7%
Year Built	1968	1985	1978	2024
Star Rating	★★★★★	★★★★★ 2.6	★★★★★ 2.0	★★★★★

Property Map & List Report

	Property Name - Address	Type	Yr Built	Size	Vacancy	SF Available	Avg. Asking Rent/SF	Sale Price	Cap Rate
1	19731-19761 SW 68th Tualatin, OR 97062	Multi-Family ★★★★★	1978	5 Units	4.2%	-	-	\$2,350,000	3.7%
2	Rolling Hills 19355 SW 65th Ave Tualatin, OR 97062	Multi-Family ★★★★★	1980	277 Units	5.3%	-	-	-	-
3	Meridian Village... 19655 SW 65th Ave Tualatin, OR 97062	Multi-Family ★★★★★	1988	78 Units	11.6%	-	-	-	-
4	Meridian Park Apart... 19765 SW 65th Ave Tualatin, OR 97062	Multi-Family ★★★★★	1977	23 Units	8.4%	-	-	-	-
5	19488-19496 SW 67th Tualatin, OR 97062	Multi-Family ★★★★★	1978	6 Units	4.2%	-	-	-	-
6	19554-19560 SW 67th Tualatin, OR 97062	Multi-Family ★★★★★	1978	2 Units	4.2%	-	-	-	-
7	Tualatin 4-Plex 19701-19707 SW 68th... Tualatin, OR 97062	Multi-Family ★★★★★	1978	4 Units	4.2%	-	-	-	-
8	Villas on the Lake 18880 SW 84th Ave Tualatin, OR 97062	Multi-Family ★★★★★	-	24 Units	8.4%	-	-	-	-
9	Tualatin Meadows 18755 SW 90th Ave Tualatin, OR 97062	Multi-Family ★★★★★	2001	240 Units	0.7%	-	-	-	-
10	Tualatin Woods... 17989 SW 115th Ave Tualatin, OR 97062	Multi-Family ★★★★★	1978	43 Units	4.2%	-	-	-	-
11	Martinazzi Village... 8010 SW Avery St Tualatin, OR 97062	Multi-Family ★★★★★	1990	95 Units	4.3%	-	-	-	-
12	River Loft Apartments 18540 SW Boones Fer... Tualatin, OR 97062	Multi-Family ★★★★★	1972	73 Units	15.1%	-	-	-	-








Property Map & List Report

Property Name - Address	Type	Yr Built	Size	Vacancy	SF Available	Avg. Asking Rent/SF	Sale Price	Cap Rate
13 Tualatin Mews  18662-18678 SW... Tualatin, OR 97062	Multi-Family ★★★★★	1998	39 Units	4.7%	-	-	-	-
14 18675 SW Boones...  Tualatin, OR 97062	Multi-Family ★★★★★	1968	7 Units	4.2%	-	-	-	-
15 ReNew West Tualatin  19545-19605 SW... Tualatin, OR 97062	Multi-Family ★★★★★	1968	95 Units	10.6%	-	-	-	-
16 Chelan  19705 SW Boones Fer... Tualatin, OR 97062	Multi-Family ★★★★★	1977	120 Units	5.0%	-	-	-	-
17 6935 SW Childs Rd  Tualatin, OR 97062	Multi-Family ★★★★★	1978	8 Units	4.2%	-	-	-	-
18 19499-19507 SW...  Tualatin, OR 97062	Multi-Family ★★★★★	1978	4 Units	4.2%	-	-	-	-
19 Todd Village Apart...  8325 SW Mohawk St Tualatin, OR 97062	Multi-Family ★★★★★	1976	285 Units	3.9%	-	-	-	-
20 7015 SW Montauk Cir  Tualatin, OR 97062	Multi-Family ★★★★★	1983	4 Units	4.2%	-	-	-	-
21 7105-7115 SW Mon...  Tualatin, OR 97062	Multi-Family ★★★★★	1983	6 Units	4.2%	-	-	-	-
22 6890-6900 SW Napa...  Tualatin, OR 97062	Multi-Family ★★★★★	1978	6 Units	4.2%	-	-	-	-
23 6925 SW Napa Ct  Tualatin, OR 97062	Multi-Family ★★★★★	1978	2 Units	4.2%	-	-	-	-
24 Stonethrow  6455 SW Nyberg Ln Tualatin, OR 97062	Multi-Family ★★★★★	1987	232 Units	4.3%	-	-	-	-
25 Commons on the Tu...  6645 SW Nyberg Ln Tualatin, OR 97062	Multi-Family ★★★★★	2024	264 Units	-	-	-	-	-

Property Map & List Report

	Property Name - Address	Type	Yr Built	Size	Vacancy	SF Available	Avg. Asking Rent/SF	Sale Price	Cap Rate
26	RV Park of Portland 6645 SW Nyberg Rd Tualatin, OR 97062	Multi-Family ★★★★★	-	-	-	-	-	-	-
27	Timbers at Tualatin 6765 SW Nyberg St Tualatin, OR 97062	Multi-Family ★★★★★	1994	300 Units	5.0%	-	-	-	-
28	Angel Haven 18485 SW Pacific Dr Tualatin, OR 97062	Multi-Family ★★★★★	-	125 Units	4.2%	-	-	-	-
29	River Ridge Apart... 17865 SW Pacific Hwy Tualatin, OR 97062	Multi-Family ★★★★★	2017	180 Units	7.8%	-	-	-	-
30	Angel Haven 18245 SW Pacific Hwy Tualatin, OR 97062	Multi-Family ★★★★★	1968	21 Units	4.2%	-	-	-	-
31	Tualatin Heights 9301 SW Sagert Rd Tualatin, OR 97062	Multi-Family ★★★★★	1989	220 Units	2.0%	-	-	-	-
32	Terrace View Apart... 6685 SW Sagert St Tualatin, OR 97062	Multi-Family ★★★★★	1977	100 Units	4.0%	-	-	-	-
33	Alden Apartments 7800 SW Sagert St Tualatin, OR 97062	Multi-Family ★★★★★	1978	210 Units	5.4%	-	-	-	-
34	19824 SW Santee Ct Tualatin, OR 97062	Multi-Family ★★★★★	1978	10 Units	4.2%	-	-	-	-
35	8115 SW Seneca St Tualatin, OR 97062	Multi-Family ★★★★★	1996	2 Units	4.2%	-	-	-	-
36	Arya at Hedges Creek 8900 SW Sweek Dr Tualatin, OR 97062	Multi-Family ★★★★★	1998	408 Units	6.5%	-	-	-	-
37	Liberty Oaks Town... 9133 SW Sweek Dr Tualatin, OR 97062	Multi-Family ★★★★★	2001	7 Units	4.2%	-	-	-	-
38	9555 SW Tualatin Rd Tualatin, OR 97062	Multi-Family ★★★★★	1973	8 Units	4.2%	-	-	-	-

Property Map & List Report

Property Name - Address	Type	Yr Built	Size	Vacancy	SF Available	Avg. Asking Rent/SF	Sale Price	Cap Rate
 Willow Glen Mobile... 9700 SW Tualatin Rd Tualatin, OR 97062	Multi-Family ★★★★★	1974	49 Units	4.2%	-	-	-	-
 London Pointe Apart... 9720 SW Tualatin Rd Tualatin, OR 97062	Multi-Family ★★★★★	1990	16 Units	-	-	-	-	-
 Rivercrest Meadows 11865 SW Tualatin Rd Tualatin, OR 97062	Multi-Family ★★★★★	1991	341 Units	5.7%	-	-	-	-
 Woodridge 11929-12001 SW Tu... Tualatin, OR 97062	Multi-Family ★★★★★	2002	264 Units	3.6%	-	-	-	-
 19755 SW 68th Ave Tualatin, OR 97062	Multi-Family ★★★★★	1978	4 Units	4.2%	-	-	-	-
 22840 SW 90th Pl Tualatin, OR 97062	Multi-Family ★★★★★	1995	1 Unit	4.2%	-	-	-	-
 6859 SW Montauk Cir Tualatin, OR 97062	Multi-Family ★★★★★	1980	17 Units	4.2%	-	-	-	-



BEND, OR
2777 NW Lolo Drive, Suite 150
Bend, OR 97703
(541) 317-8429
www.aks-eng.com

KEIZER, OR
3700 River Road N, Suite 1
Keizer, OR 97303
(503) 400-6028

TUALATIN, OR
12965 SW Herman Road, Suite 100
Tualatin, OR 97062
(503) 563-6151

VANCOUVER, WA
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682
(360) 882-0419

Date: 5/26/2023
To: Tualatin City Council
From: Melissa Slotemaker, AICP
Project Name: Norwood Multifamily Plan Text and Plan Map Amendments
Application #: PTA23-0001 and PMA23-0001
Subject: [List of Housing Policy Documents](#)

All of Tualatin's, Metro's and the State's housing policies clearly support approval of the Norwood Multifamily Plan Text Amendment and Plan Map Amendment applications. The policies¹ generally include the need to add residential land, increase affordability, increase density and sustainability, encourage more apartments, and provide housing opportunities to those who are underserved within the City, region, and state in an equitable and inclusive way. The Norwood application simply implements the policy direction that has already been adopted by the Tualatin City Council, Metro Council, Governor, and State Legislature.

Those policies include:

City of Tualatin Housing Policy Documents

Tualatin Comprehensive Plan 2040, Chapter 3: Housing (2020)

https://www.tualatinoregon.gov/sites/default/files/fileattachments/planning/page/4716/tualatin_2040_comprehensive_plan_for_web.pdf

City of Tualatin Housing Needs Analysis (December 2019)

<https://www.tualatinoregon.gov/sites/default/files/fileattachments/planning/page/22631/hna.pdf>

Tualatin Housing Strategy (December 2019)

https://www.tualatinoregon.gov/sites/default/files/fileattachments/planning/page/22631/housing_strategies.pdf

Tualatin Housing Production Strategy (August 2021)

https://www.tualatinoregon.gov/sites/default/files/fileattachments/planning/page/22631/tualatin_hps_final_report_aug_10_2021.pdf

Tualatin's Equitable Housing Funding Plan (In Progress)

<https://www.tualatinoregon.gov/planning/tualatin-2040>

¹ The state and metro policy documents are broad and far reaching, but they include requirements and goals that must be implemented at the local level and form the foundation of the City's housing policy.

Metro Housing Policy Documents

Urban Growth Management Functional Plan (updated March 2019)

<https://www.oregonmetro.gov/urban-growth-management-functional-plan>

State of Oregon Housing Policy Documents

Oregon Housing Needs Analysis Legislative Recommendations Report (December 2022)

https://www.oregon.gov/lcd/UP/Documents/20221231_OHNA_Legislative_Recommendations_Report.pdf

Regional Housing Needs Analysis – Technical Report (March 2021)

<https://www.oregon.gov/ohcs/about-us/Documents/RHNA/RHNA-Technical-Report.pdf>

Climate-Friendly and Equitable Communities (July 2022 with rulemaking updates on-going)

<https://www.oregon.gov/lcd/CL/Pages/CFEC.aspx>

Executive Order No. 23-04 (January 2023)

<https://www.oregon.gov/gov/eo/eo-23-04.pdf>

Background info:

<https://www.oregon.gov/oem/pages/housing-emergency-executive-orders.aspx>

Lafky Park

Little Rose Natural Area

205

5

1 mile

Ibach Park

Chieftain/Dakota Greenway Trailhead

Byrom Elementary School

Tualatin High School

High School Track and Sport Fields

Tualatin Pool

.5 mile

SW Norwood Rd

Bridge NW Church

Vista

Horizon Sport Fields

Horizon Church/High School

Planned Park

.5 mile

SW Boones Ferry Rd

5

LEGEND

-  Vista Residential
-  Park/Recreation
-  School
-  Church
-  Retail, Dining and Service
-  Planned Neighborhood Commercial
-  Fire Station
-  Under Development
-  Basalt Creek Area
-  Proposed Stoplight
-  TriMet Route 96

TVF&R Station 56

SW Elligsen Rd

Target

Costco